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50X1 1. [redacted] the YAK-9 [redacted] aircraft had a liquid cooled, 1650 HP, Victor Klimov engine, (VK-107A) with 12 cylinders in line. It had a three-bladed propeller and a hydraulic propeller-pitch control. The engine had been tested at 2800 RPM. [redacted] the plane cruised at about 670 kilometers per hour and could attain a top speed of 720 in a dive. The oil capacity was approximately 68 liters, with a reserve of 30. It fuel capacity was 680 liters. Each of the two outside wing tanks held 132 liters and each of the two inside wing tanks, 270½. It also had a 15 liter cross-feed tank under the pilot's seat. The left side of the plane had a seventh exhaust port which was plugged up during combat to prevent the gas tanks from exploding in case they were hit by incendiaries. The exhaust gas was first piped to the strainer located in the tail of the fuselage, repiped to the cockpit and then distributed to the gas tanks. Two full fuel tanks lasted one hour and nine minutes. The plane used 95 octane fuel which came from Baku. In summer, about 180 grams of fuel per HP/minute were used, and 230 gram per HP/minute in winter. The propeller was geared to a one to two ratio. The engine had one fuel pump, one propeller control pump and one K-50 air compressor which was capable of compressing up to 50 atmospheres of pressure. There was one 14 blade supercharger of 18 to 20,000 RPM. An oil cooler was located under the cockpit and an air intake for the supercharger under the wing roots. The wing span was about 16 meters, the length 8.74 meters. The plane weighed 3,500 kilograms when it was completely equipped with full tanks, armament, etc. The radiator was an ART-41 and the coolant pump, an UR-2. The YAK-9 had a 45mm thick prism of armor glass as the center panel of the windshield. Behind the pilot's head was a 60mm prism of glass, and behind his back was a 7mm thick steel plate. It had one SVAK, 20mm nose cannon which was fired through the hub of the propeller. The plane carried 200 rounds of ammunition for this gun. There were also two U6S2, 12.7mm heavy machine guns, each with 150 rounds of ammunition.

50X1 2. [redacted] the IL-10 and the IL-10B. Both of these planes had an AM-42, 12 cylinder in line, liquid cooled, reciprocating engine. [redacted] the top speed of this plane was about 480 kilometers per hour and the cruising speed 420. The propeller was three-bladed. [redacted] the plane weighed about 6,200 kilograms. It used only 95 octane fuel. The plane was heavily armored, the cockpit and the engine were protected by armor plate about 7mm thick. [redacted] the plane did

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not go into a spin easily but had to be forced. No more than a two turn spin was allowed, since it would not pull out easily after the second spin. It lost about 600 meters altitude after one turn. The IL-10 had a 20mm nose cannon, fired through the propeller hub. There were also four UBSZ 12.7mm heavy machine guns, each with 150 rounds of ammunition. The rear gunner also had a machine gun. The IL-10 could carry about four 50 kilogram bombs in the internal wing root bomb-bay, and two 50 kilogram bombs in the internal wing root bomb-bay, and two 50 kilogram bombs under the wings just outside the wheel wells. There was a small internal bomb rack to the rear of the gunner's cockpit which held six small parachute fragmentation bombs, each weighing 10 kilos. The forward cockpit had a three-panel windshield of armored glass. The two side panels had a small red crosshair etched in the glass. A small red pyramid 1.5cm high, with a red bead on top, was located on each wing about 50cm from the fuselage and 15cm from the leading edge of the wings. The pilot would put his plane into a medium dive and line up the red crosshair with the red bead on the wing. Dive bombing was practiced with dummy bombs made of cement.

3. [redacted] was detailed to assembling these aircraft at Tokol Airfield. At that time it took about twenty-five days to assemble twelve aircraft. The YAK-11 had an ASH-21 type of engine with 7 cylinders. It was a radial aircooled engine of 700 HP, which could attain 2,300 RPM and 2,400 RPM in an emergency. The aircraft weighed about 2,200 kilos and had a two-blade, variable-pitch propeller. There were two internal wing fuel tanks, each with a capacity of 180 liters. This plane used 87 octane fuel. Although it had an external bomb rack under each wing and could carry two 25 or 50 kilo bombs, it was never used as a bomber. The plane also had mounts for one UBSZ 12.7mm machine gun with an optical sight and carried about 200 rounds of ammunition. It was primarily used for training fighter pilots.

The YAK-18 was a two-place primary trainer, with a five-cylinder aircooled radial engine.

[redacted] three YAK-17's [redacted] aircraft were flown and serviced only by Soviet personnel and at that time were parked in a restricted area and closely guarded by Soviet guards. These aircraft were single-seated, single turbo-jets, with one air intake in the nose and one jet exhaust in the rear. They had a tricycle landing gear. The main landing gear retracted fully inward toward the fuselage and the nose wheel retracted fully towards the rear. It appeared that there was a ball and socket joint in the middle of the landing struts. The mid-wings were swept back and had square wing tips. The elevator and horizontal stabilizer were also swept back to the same degree as the wings. [redacted] this aircraft was capable of climbing to 10,000 meters in four minutes. [redacted] the plane was equipped with 6.5cm rocket guns.

[redacted] the YAK-17B at Tokol [redacted] was a mid-wing monoplane with a single jet engine. [redacted] this plane was used for training. [redacted] a fuel mixture of gas and oil was used in the YAK-17 and the YAK-17B. Both aircraft emitted excessive smoke on the take-off. The main gear retracted in toward the fuselage and the nose gear retracted to the rear. The pitot tube was located on the leading edge of the left wing.

[redacted] a UT-2 at Matyasfold [redacted] was a two-place open primary trainer with a five-cylinder aircooled radial engine of 125 HP. It had a fixed landing gear with a tail skid. The wings were made of plywood, the fuselage of fabric and the two-bladed propeller of wood. The engine was a 1,600 RPM, M-11-D type. [redacted] that this plane had any brakes, but depended on the tail skid. The weight was about 800 kilos. It had no radio or self-starter. The plane could remain in the air for four hours at 160km per hour.

[redacted] a PO-2 at Tokol [redacted] was a two-seater open cockpit primary trainer with the same type of engine as the UT-2. It was a biplane with a two-blade wooden propeller, fixed landing gear and tail wheel. [redacted] this plane was used for night flying by USSR personnel and for parachute jumps. It used 72 octane white fuel.

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